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4. From 3 to 4 carloads of material, including tool machinery, arrived daily during the period of observation. On 24 April, 3 closed box-cars and 6 open cars with rod, bar and strap iron arrived at the repair shop.
5. About 250 soldiers fell in for roll call every morning. About 100 of these men were cadre personnel and the other soldiers belonged to the crews of the tanks under repair.

7. Workshop No 65, which is the only shop where work is done in two shifts, was equipped with eight turret lathes, 30 other lathes 2 to 3 meters long and 4 planing machines. The 60 Germans and 40 Soviets employed there were engaged in the manufacture of small spare parts, which presumably included bolts for links of chains.
8. In the middle of May, source learned that tanks and motor vehicles were repaired and completely overhauled in the Muensdorf tank repair shop. On 13 May, about 20 T-34 tanks, mostly disassembled, were in the assembly shop. Fifty-eight 3-ton ZIS trucks, which had been completely overhauled and provided with new tires, were loaded on railroad cars the same day. The Soviet loading detail [REDACTED] The number of personnel operating the workshop was to be increased to 600 men who would work in three shifts. There was a shortage of specialists. Special workers were recruited from Dresden and Chemnitz.

9. All machines in the repair shop were new ones from the Soviet Zone of Germany. They were of export quality and the individual types had been duplicated from Western models. The machines included 2 Maxos-type crankshaft grinding machines with disks of 900 mm and 750 mm diameters respectively, 1 special grinding machine with the disk of 500 mm diameter, 2 honing machines, 1 turning and boring mill with an extension of 1,500 mm, surface grinding mills, cylindrical mill, Hiles-type lathes and planing machines. All accessories such as bolts, screws, and split pins were manufactured in the repair shop. Spare parts were presumably delivered from the U.S.S.R. Hard alloy leaves used for the tool-cutting machines came from the Irmelborn Plant in Thuringia. From a catalogue available it was learned that these leaves are manufactured with and without admixtures of titanium.

- * [REDACTED] Comment. A sketch of the Muensdorf tank repair shop was previously forwarded. [REDACTED]. For further details, [REDACTED]. It was previously reported that the tank repair shop and other units from Muensdorf were transferred to an undetermined place at the end of May 1952. [REDACTED] 25X1A.
- ** [REDACTED] Comment. The motor vehicles belong to the GDRG.
- *** [REDACTED] Comment. For original document, see Annex.

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